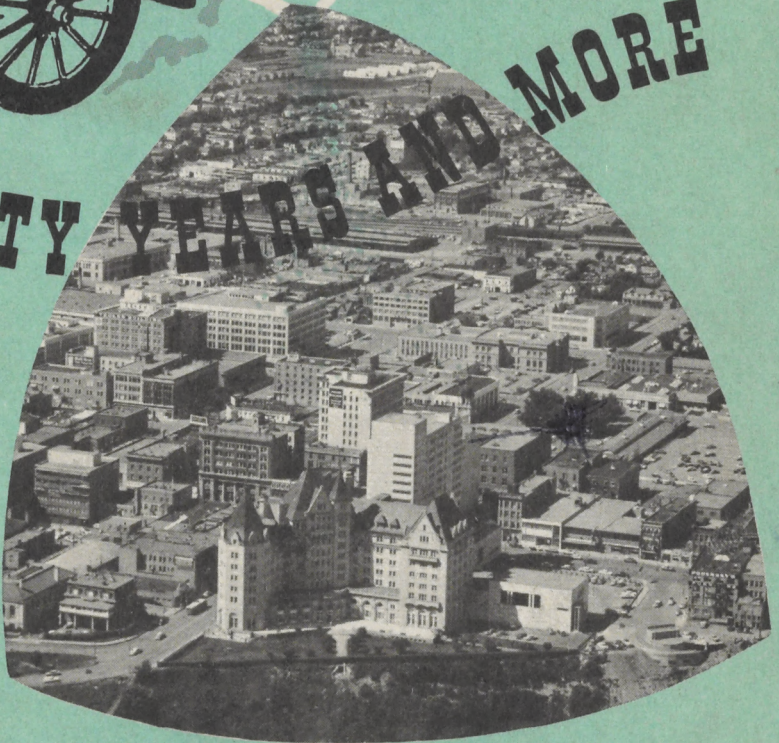


H. Styrudsen

EDMONTON



FIFTY YEARS AND MORE



Canada's Fastest Growing City



Foreword

COMPARED to many other cities in the world, the lifetime of Edmonton has been short but, I am sure, few others can tell such a story of achievement and progress as Edmonton. From a frontier town serving the awakening agricultural west, the City has grown into an expanding industrial and distribution centre.

The story of our earlier years was written in the hopes and aspirations . . . triumphs and successes of visionary men and women. They gave us a priceless heritage of courage and faith on which was built the future of a great city. This booklet of facts and figures tells, in brief, the story of Edmonton's progress from a frontier settlement to a Twentieth Century city of international importance.

Simply because all citizens share in our municipal services and because they affect our lives so closely, particular emphasis has been placed on Edmonton's civic Departments.

To the hardy pioneers who laid the foundations for our city . . . to all the citizens of Edmonton . . . and to those who will follow in our footsteps . . . this booklet is dedicated.

Wm. Sawvelak

Mayor.



The Founding of Edmonton

DURING the last decade of the 18th Century—when France was undergoing the pains of revolution . . . when King George III of England reigned over a pampered court . . . when the newly-established United States of America elected John Adams as its second president to succeed George Washington—the wilderness that was Western Canada was slowly being tamed by strong-hearted men and women pushing back the frontiers of the New World.

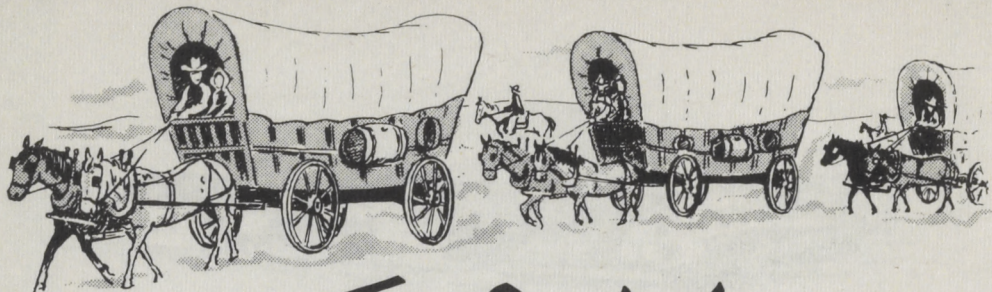
Exploring parties were penetrating the lonely, unconquered Land of the Indians, establishing fortress outposts for trade and protection.

In 1794 the Northwest Company of Montreal founded such a post at the mouth of the Sturgeon River, about twenty-five miles east of the present location of the City of Edmonton. It was called Fort Augustus. The following year the Hudson's Bay Company established a rival post close by, naming it Fort Edmonton in tribute to the clerk of the post, John Pruden, a native of Edmonton, Middlesex, England.

But disaster struck in 1807 when both forts were looted and destroyed by plunder-crazed Blackfeet Indians. A year later new posts were established on the banks of the "Kissiskatchewan Sepie" (Saskatchewan River).

They were abandoned within two years, but in 1819 Fort Edmonton, which was built on a site immediately south-east of where the Alberta Legislative Building stands today, was re-opened. It was strengthened and enlarged into an elaborate fortress—310 feet long and 210 feet wide, surrounded by a palisade 20 feet high, complete with battlemented gateways and bastions surmounted with guns.

And this time it stood . . . a trading centre that was to become a city of international importance in less than a century and a half.



The Early Years

FORT EDMONTON'S location on the banks of one of the main waterways of the early West made it a logical trading centre and stopping-off point for voyagers, traders and missionaries. To the tiny stronghold came explorers seeking the long-pursued, elusive "North-West Passage" and the Coppermine River, called the "Metal River" by the Indians who traded at the Fort.

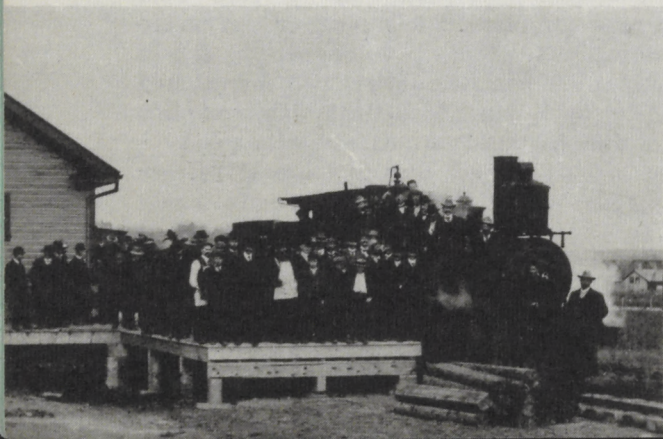
Life was not kind to those early pioneers. The weather was unlike any they had ever seen before—bitter, snow-bound winters . . . blazing, insect-filled summers. Travel was slowed to ox pace because the high-bred horses of the East could not endure the extreme conditions.

But determination and faith were stronger than discouragement and defeat and little by little the seemingly insurmountable barriers were broken down.

In 1869, two years after Confederation, the Hudson's Bay Company transferred its vast territory of Rupert's Land (which included what later became Alberta) to the new Dominion of Canada. Four years later the North-West Mounted Police was formed to represent and maintain the government's authority in the region.

Until 1874 when the first detachment arrived at Fort Edmonton, few changes had taken place at the trading post. The only laws that existed were those of survival and many a wicked crime went unavenged.

But certain events—which must have been of memorable importance in the lonely lives of the inhabitants of the Fort—had taken place in the years between.



1902—First train arriving in Edmonton . . . from Strathcona.

Photo copyright Ernest Brown Collection.
Government of the Province of Alberta.

In 1838 the outpost was blessed with the arrival of two priests—the first link with religion the pioneers had had since leaving Red River or York Factory. They were followed by other Men of God in later years, among them Father Lacombe, beloved by Indian and white man alike, who came to the district in 1852.

Records dated 1845 — little more than 100 years ago—report 90 persons living at Fort Edmonton. Soon after, makeshift attempts at education were introduced, leading up to the opening of the first regular school west of Manitoba in 1862.

With the coming of the North-West Mounted Police, however, came civilization and progress. A new confidence in the future of the isolated post was evident in the increasing numbers of settlers who arrived, speeding development of the West country.

Just ten years after law and order came to Fort Edmonton, the first tele-

phones in Western Canada were installed here. Three years before, in 1881, the community's first newspaper, "The Bulletin", was established by Frank Oliver.

In 1892 Edmonton was incorporated as a town, with Matthew McCauley as its first mayor. By this time an electric power plant had been built, though electricity was available only during certain hours of the day.

The Klondike gold rush of 1898 helped to swell the population of Edmonton as thousands of gold-hungry prospectors and their families swarmed into the town en route to the north. Many of them stayed instead, and many others returned when their dreams of a quick fortune disappeared with the gold they sought.

After the turn of the century the town expanded at an accelerated pace and by 1904, when the population had increased to nearly 7,000, its recognition as a city could not be denied.

1902—Jasper Ave. from 99th Street, looking West.

Photo copyright Ernest Brown Collection. Government of the Province of Alberta.





1904—First Mayor of the City of Edmonton, William Short, centre, shown with members of the City Council.

Photo copyright Ernest Brown Collection, Government of the Province of Alberta.

Incorporation as a City

ON October 8, 1904, Edmonton assumed a new dignity in the eyes of its nearly 7,000 citizens and an important new role in the building of the West. For on that day Edmonton was incorporated as a City by an ordinance of the North-West Territories issued by the Territorial Government at Regina.

No startling changes took place overnight to dramatize the event, but the seed of the future had been planted. There was boundless faith in the new City . . . confidence that was not unfounded as the following years have shown.

The Edmonton Charter was a lengthy, impressive document. It established the City as a Mayor, Appointed Commissioner, Council System—sometimes referred to as the Commissioner System, found only in cities of the West. The Charter stated that “The Mayor shall be the chief executive of the City and it shall be his duty to be vigilant and active in causing the laws governing the City to be duly executed . . . and to recommend such measures as may tend to the betterment of the finances, health, security, cleanliness, comfort, ornament and prosperity of the City.”

For municipal election purposes, Edmonton was divided into four districts, or wards, to be extended or otherwise changed as the City grew. The first civic elections were held in December of 1904, when William Short was chosen the first Mayor of the City of Edmonton.

Its Council was made up of eight aldermen, two elected from each ward. The one receiving the most votes was to hold office for two years—the other for one year only. This was the start of the rotation system of electing Council members which is still in effect today. It assures ex-

perienced representatives on the legislative body at all times.

Referring to the City Commissioners, the Charter read,

“There shall be visited in the Commissioners the duties of assessment and collection of taxes and the care, management and control of the police force, the fire brigade and other public services. They shall be three in number, two appointed by a three-quarter majority vote of the entire Council and not to be dismissed except for some cause satisfactory to Council. The third Commissioner to be the Mayor ex officio.”

Photos copyright Ernest Brown Collection, Government of the Province of Alberta.

1904—Thistle Skating Rink, scene of Edmonton's Incorporation banquet.



1903—Whyte Ave. in Strathcona, looking West.



The Following Years



1906—Jasper Ave., looking West.



1912—Building of C.P.R.
High Level Bridge.



1908—First street car on
101st Street.



1905—Inauguration parade
when Alberta was made a Province.



1908—Newly-laid street car
tracks on Jasper Ave., looking West.

Once Edmonton attained the status and maturity of a City, there was no stopping her progress. The year after incorporation—1905—the Province of Alberta was formed and Edmonton was chosen as its legislative capital, though not without considerable opposition from other communities in the province. Calgary in particular was favored by many since it was on the transcontinental line of the Canadian Pacific Railway.

Edmonton, however, was considered to be the most logical choice, being the approximate geographical centre of Alberta. Inauguration ceremonies for the new province were held September 1, 1905, at the Edmonton Exhibition Grounds, located at that time below McDougall Hill. Earl Grey, governor general of Canada, and Sir Wilfred Laurier, prime minister, were present for the occasion.

Just two months later the Canadian National Railway's transcontinental line (then called the Canadian Northern Railway) reached Edmonton. This was a dream come true for the pioneers who had contributed to the development of the district. The railroad brought trade with other Canadian centres and it brought immigrants by the thousands, eager to start a new life in the City or on the rich, fertile acres that surrounded it. Thus Edmonton became the centre of a swiftly-developing agricultural area.

A few years later another event of importance took place when the University of Alberta was located at Edmonton. It



1909—Laying of corner stone for Alberta Legislative Building by Earl Grey, Governor General of Canada.

Photo copyright Ernest Brown Collection, Government of the Province of Alberta.

was decided to place the institution close to the provincial capital so a poplar grove across the river from Edmonton was chosen for the campus site. Before suitable accommodation was ready on the new location classes were held at Queen Alexandra School in 1908 and at Strathcona High School the next year.

Dr. N. M. Tory from McGill University was named the first president of the university, with Mr. Justice C. A. Stuart of Calgary as chancellor. Forty-five students enrolled for the first classes, compared with today's approximately 3,500 full-time students and about 1,700 summer school students.

Following Strathcona's incorporation as a city in 1907, a campaign began for its amalgamation with Edmonton. The suggestion was bitterly opposed by many who refused to see the advantages of such a union. However, those in favor were given new impetus in 1911 when the C.P.R. began construction of the High Level Bridge to extend its line across the river from Strathcona to Ed-

monton. Since 1891 the company had served the southern city with a branch of its main line from Calgary. In 1902 the Edmonton Yukon and Pacific Railway was built, linking the two riverside communities via the Low Level Bridge.

But the provincial capital could no longer be ignored by the C.P.R. and indirectly its decision to extend its northern spur to Edmonton was instrumental in the amalgamation of the two cities.

The union took place in 1912 and Edmonton's population of nearly 25,000 was suddenly increased by over 5,500 with the addition of Strathcona. Among the changes made in the civic administration at that time was the addition of two aldermen to the City Council.

At the same time the High Level Bridge was being built, another important piece of construction was underway. This was the Provincial Legislative Buildings whose stone walls were rising on the north bank of the river, a short distance from the

YESTERDAY



View from Jasper Avenue and 102nd Street looking East in 1904. Note the wood sidewalks and the hitching post in centre foreground (no parking charge). Small building stands on corner of First and Jasper Ave. where Empire Building now located. Streets were just good plain Alberta soil and dobin was still main means of locomotion. Compare this with picture at bottom right.

Photo copyright Ernest Brown Collection, Government of the Province of Alberta.

remnants of Fort Edmonton. The cornerstone of the building was laid in 1909 by the governor general of Canada, but it wasn't until 1913 that the provincial legislature first sat in the new house of parliament.

The year 1913 also brought a changeover to the numerical system of street identification, but some of the old names such as Jasper Avenue and Whyte Avenue have remained more popular and are still in wider use today than their official street numbers.

The gloom and recession of war descended on Edmonton in 1914, taking its toll in many tragic ways. Industry and agriculture suffered the loss of the men who donned uniforms and marched off to fight for their way of life. Economic values fell and development and progress remained at a standstill.

But with the end of the war in 1918 came the beginning of a new era for the City—one that has played a prominent role in the

story of Edmonton's growth. For the age of aviation had arrived, with all its undreamed-of opportunities.

Men from Edmonton and the district who had ventured into the skies during the war, like the traders and voyageurs who had pioneered the area a century before, realized that the City's geographical position made it a natural focal point for transportation.

The first local flights were completed in 1919 from the same site the Municipal Airport now occupies. These early efforts were followed by "barnstorming" tours around the countryside by brave pioneers of the air whose confidence in the future of aviation could not be shaken by public indifference or ridicule.

Then came the world-famous "bush pilots" in the late 1920's, establishing aviation on a commercial basis for the first time. The infant airline companies they founded were the fore-runners of today's transcontinental lines

which span the continent and, indeed, half the globe.

When the vicious hostilities of war again broke on the world in 1939, the Edmonton Airport took on new significance as a training centre and strategic port of defence. In fact, the City itself, because of its location on the most direct route to the north, played an important role in military activities. One of the world's most amazing engineering feats—the 1,600 mile Alaska Highway which was built in eight months—stretched from Edmonton through the northern wilderness to Alaska.

The City grew at an alarming rate during the years of the war—the more alarming because the all but top-priority construction was restricted and the problems of housing and business accommodation became acute.

Close on the heels of peace came the dramatic discovery of oil at Leduc in 1947 and the

pattern of Edmonton's growth changed once more. Thousands of new faces crowded the City streets — speculators, oilfield workers, industrialists and others attracted by the sudden developments. Where to house them and how to provide them with much-needed services when there was already a backlog of work to be tackled, created by the curtailment of materials and the startling growth during the years of the war.

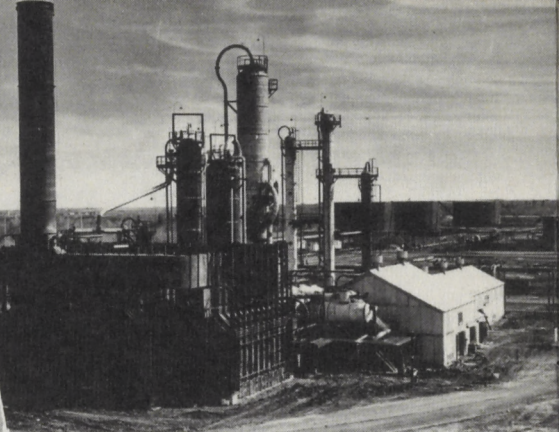
The discovery of oil brought multi-million dollar industries to Edmonton's door and the feeding stations for two giant pipelines to carry oil to hungry markets across the continent.

Edmonton has now entered a new era as a manufacturing centre which, coupled with her position as a distributing centre for a vast agricultural area, assures a future even brighter than the past.

Photo copyright Ernest Brown Collection, Government of the Province of Alberta.

The same scene fifty years later when automobiles have replaced the horse and buggy and modern office buildings line the paved streets.





Edmonton of Today...

The Edmonton of today is a sprawling, modern-day giant whose industrial muscles are just beginning to flex for the bigger things to come. Its once-sparsely-occupied 44 square miles are bulging at the seams with vast housing projects and industrial building. So great has been the demand for industrial plant locations during the past five years that whole new areas have had to be zoned, serviced with trackage and opened for that purpose.

The new boundaries of the city proposed by the McNally Commission will give metropolitan Edmonton an area of 112.02 square miles — the largest area for any city in Canada.

The man on the street observing all this activity and transformation, might well say, "How come?" and "How does this af-

fect me?". The plain and simple fact is that when the first Edmonton oilwell blew in in 1947, the die was cast to convert the City from essentially a distributing centre to an area of manufacturing importance as well, due to its nearness to essential raw materials.

The changes have been dramatic and significant as they have been swift and momentous. The multi-million dollar oil, gas, and petro-chemical development in our midst has affected all of us in one way or another.

The advent of oil has brought along many basic and secondary industries — all requiring new staff and plants. The influx of population as a result of this development created demands for



A modern Transformation

housing and more municipal services. It is true that an enormous strain was placed on the city administration in an effort to both finance and provide utilities, streets, lanes, sewers, etc.

But, on the other hand, the location of industrial plants has many advantages. A great deal of city land has been sold to these firms; they pay business taxes and other license fees and, most important, they provide large payrolls representing new wealth to the community. More people and more payrolls help to distribute the tax load more evenly—a benefit to all.

Since 1945, the population of the city has more than doubled in size and, if the present rate of growth continues, Edmonton will have a population of close

to 400,000 in another 15 years . . . or five times the population of the Edmonton of 1935.

During 1956, industrial development continued unabated with still further diversification. New manufacturing, distributing and retailing enterprises took their place in Edmonton's rapidly-growing economy.

A new construction record of more than \$69,000,000 was set in 1956 with many new office buildings added to the growing list of industrial plants and the steady increase in home building. Industrial expansion alone accounted for some \$40,000,000 to mark one of the brightest periods in the city's industrial history. All areas of the city shared in this new industrial growth.



More Services for More People

Edmonton is the only city in Canada of comparable size where so many public utilities are municipally owned and operated. This means many advantages to the citizens of the city. Among them:

1. Services can be provided at little more than cost, only allowing for operating expenses, taxes and sinking funds for expansion and improvement.
2. Results of profitable operations are used to provide more and better services and, conservely, when a publicly-owned utility shows a deficit, it is not necessarily reflected in higher rates to the citizens but more often is made up from a General City revenue fund.
3. Since these utilities are owned by the citizens, there is greater interest in their operation, resulting in better service for everyone.

Because of Edmonton's rapidly-increasing population greater demands are being made on the City's services than ever before. New re-

sidential and industrial districts are being developed which must be provided with public services. This means new roads to build, many miles of water mains and sewer pipes to install, electricity and telephones to provide, schools to build and the many other responsibilities that come under civic administration.

Besides these new public works, existing utilities and services in established areas of the City must be maintained and improved.

Long-range planning and foresight is enabling the City to meet these requirements as quickly as circumstances allow and, at the same time, to supply MORE and BETTER service.

On the following pages the various service departments of the City of Edmonton are outlined, briefly, from their earliest operations to the present time.

TELEPHONES

The first telephones in Western Canada were installed in Edmonton in 1884. Twenty-three years later the first automatic telephones on the con-

tinent went into service in this city. That was in 1907—three years after Edmonton had taken over the 500 line system as a public utility service.

The department has continued to operate profitably throughout the following years. Today six exchanges handle more than 82,000 telephone lines and further extensions are planned for 1957 and 1958.

Edmonton telephone subscribers will make use of the nation-wide micro-wave relay through the Alberta Government Telephones system. This micro-wave relay will be in operation in the latter part of 1957.

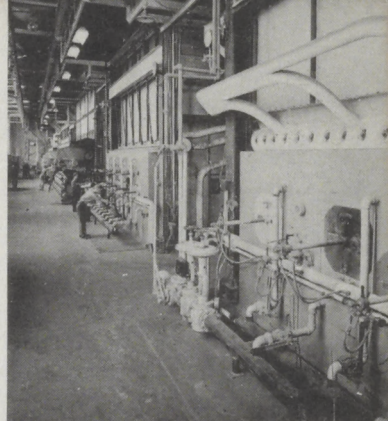
The telephone department has been planning for the change-over to the named exchange system when letter and number combinations will replace the all-numeral telephone numbers in use at present. This changeover will take place in the spring of 1959.

CITY STREETS

Top priority on Edmonton's public works program is the work of paving, gravelling, grading, oiling and curbing the city's expanding network of streets, lanes, sidewalks and boulevards. The development of new districts brings the need for additional streets and sidewalks while money and effort must still be expended on maintaining and improving existing thoroughfares.

Paving of City streets started in 1907 on a very small scale. During 1956, nearly \$6,000,000 was appropriated for street and lane improvement and the City Engineer's Department completed more paving than in any previous year. By the end of 1956, Edmonton had approximately 300 miles of paved streets and lanes and more than 600 miles of graded and gravelled roads.

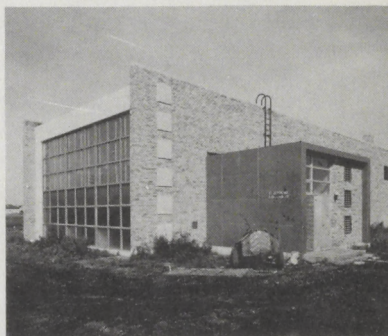
Sidewalk construction has been equally impressive. In 1950, there were some 260 miles of paved sidewalks. Today, the figure stands at close to 600 miles of surfaced walks. In addition there are now well over 400 miles of concrete curbing in the city and 160 miles of concrete curb and gutter.



Furnace room at the City Power Plant



Part of Edmonton's large street-paving program

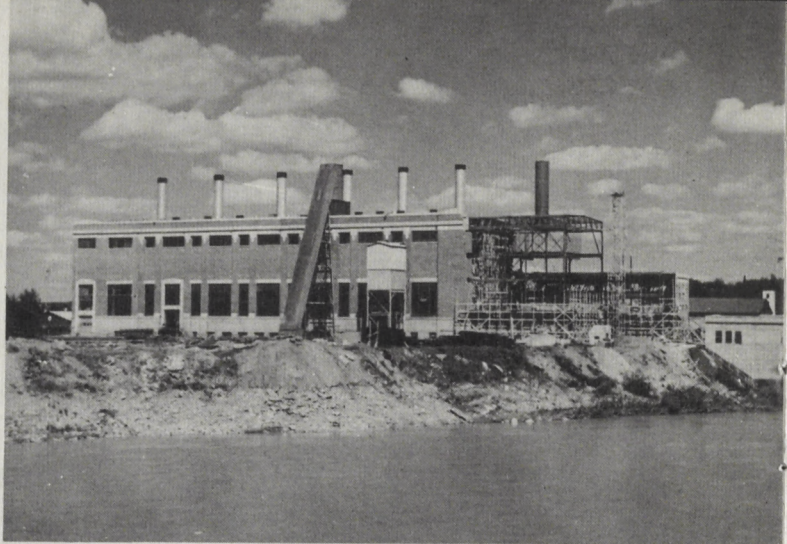


Edmonton's new Idylwyld Telephone Exchange.



Interior of Edmonton Gardens at Exhibition Grounds.

POWER and WATER



Edmonton Power Plant, showing new addition.

POWER PRODUCTION AND DISTRIBUTION

Power to turn the wheels of industry . . . electricity to light the homes and streets of Edmonton is produced in the City's \$9,000,000 Power Plant—largest municipally-owned power plant of its kind in Canada.

In 1904, the newly-incorporated city went into the business of manufacturing and distributing power as a city-owned utility service. The following year it served 650 customers. Today, the City Electric Light and Power Department distributes electricity to some 65,000 residential, commercial and industrial connections in the city. The Edmonton Transit System is also served by the City Power Plant with electricity for its modern trolley coaches.

Capacity output of the power plant has doubled since 1953—from 60,000 kilowatts to 125,000 kilowatts. By 1958, a further \$6,000,000 expansion will give the plant a capacity of 180,000 kilowatts. Another large-scale expansion planned for 1960 will bring the output up to 245,000 kilowatts.

Our city-owned-and-operated Power Plant not only provides ample power, it provides low-cost power. According to recent Dominion Bureau of Statistic figures, Edmonton's power rates are the lowest in the Dominion for cities of comparable size.

WATER TREATMENT AND DISTRIBUTION

Edmonton's modern Water Treatment Plant, operated in association with the City Power Plant, is in sharp contrast to the primitive open-air basin that served as a purifying station for the city's water supply in 1904. Then, the only water treatment was a handful of alum to hasten sedimentation.

Today, the purifying process is a precise one, carefully controlled so the exact amounts of lime and soda ash (softening ingredients) and sterilizing and clarifying chemicals are scientifically introduced into the water before it is distributed by the Waterworks Distribution System. Moreover,

Edmonton is one of the few cities on the continent to soften its water to an average of 75 parts per million.

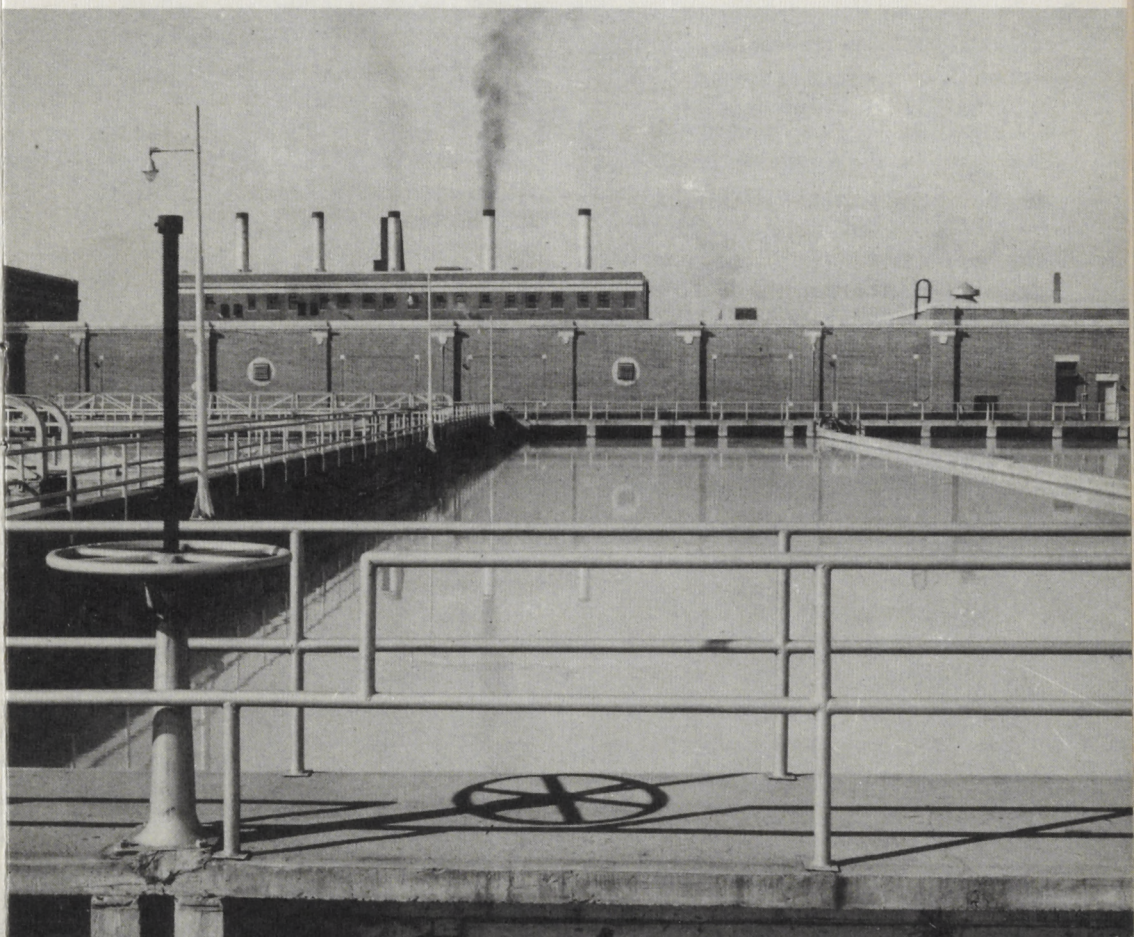
The present plant with its new filter basin additions completed during the past year is capable of treating 60

million gallons of water a day during the peak summer season.

A huge 12½ million gallon reservoir went into service in 1956 to assure adequate water pressure and supplies to the northern districts of the city.

Year	Number of Customers	Miles of Water Mains
1904	103	6
1950	31,600	365
1954	40,188	473
1956	49,000	597

City Water Purifying and Softening Plant.





New maternity wing at city-owned Royal Alexandra Hospital.

HEALTH

Prevention of disease, supervision of sanitation, hospital care and other public health measures are conducted by the City through a three-fold health program.

1. City Health Department
2. Royal Alexandra Hospital
3. Municipal Hospitalization Scheme

From a staff of 3 in 1904, the City Health Department has grown with the needs of the community until today, Edmonton's health program engages the attention of 70 persons specially qualified in public health work.

The care of babies and children is one of the most important considerations of the department. In 1952 the Health Department assumed administration of the North Side Immunization and Well Baby Clinic. In 1953 a second clinic was built on the South Side; in 1956 a third was completed in the West End and two more clinics—one for Strathearn and one for the East End are on the planning boards.

School health services have been taken over from the School Board and these services are paid for by annual grants from the federal and provincial governments as well as by the city.

It is also the department's responsibility to see that adequate sanitary precautions are observed by City restaurants and distributors of consumer goods to the people of Edmonton. Regular inspections are made by the Board of Health officials who also check garbage disposal facilities and supervise pest control.

Until 1950, few major improvements had been made at the municipally-owned Royal Alexandra Hospital since the first wing was built in 1912—the year the city became responsible for its operations.

Recent years however have seen the start of a major expansion and modernization program. A chronic patients' annex has been added as well as a new laundry building and new laboratory facilities. A modern 125 bed maternity wing, the only one in Alberta contained in a separate building, has been completed as well as alterations to the emergency ward and a new ambulance entrance.

Further plans on the program call for a \$2,700,000 nurses' residence and training school and further remodeling and improvements including a cafeteria and kitchen.

Edmonton's municipal hospitalization scheme, financed partly by a

provincial government grant, covers all taxpayers, their wives and dependents. Non-taxpayers may subscribe to the scheme and receive the same hospitalization benefits for a reasonable annual rate.

PROTECTION

FIRE

Edmonton's fire fighting and protection system—first organized in 1892—ranks with the finest in Canada and its efficiency is reflected in low fire insurance rates of the city.

The department maintains a downtown central fire hall and seven district stations, strategically located throughout the city. Two way radio systems keep 37 fire fighting vehicles in touch with a central alarm system which also controls 342 street alarm boxes, two master alarm boxes and 111 sprinkler alarms.

Edmonton's 316 firemen as well as Civil Defence personnel are trained in the latest fire fighting and prevention techniques at the Firefighters Drill School. The school, which is the only one in Western Canada, gives instruction to rookie firemen and advanced and refresher courses to experienced members of the department. Actual fire conditions can be created at the school which is just east of the City Power Plant.

POLICE

Safeguarding the property and persons of the people of Edmonton is the concern of the City Police Department which has grown from a force of less than 10 in 1904 to about 350 today.

Continuous improvement of crime prevention and detection methods and increasing man power as the City grows, provide maximum protection throughout the community.

In the uniform department, a 48 member traffic squad supervises traffic, beat patrols report to police headquarters from 32 alarm boxes located at downtown and neighborhood points and new equipment added to the radio department has brought the number of two way radio cars to 36—plus 16 radio equipped motorcycles.

The Youth Guidance section, organized in 1952 works with the Criminal Investigation and Morality Branches as the third arm of the Detection Department.

A Central Registry where all files are maintained and a Crime Index which lists the methods of operation, (Modus Operandi) of known criminals have been established in recent years.

Today, Edmonton is protected by a Police Department second to none in the Dominion.

One of Edmonton's modern new fire halls. 17

Mill Creek Incinerator—for improved garbage disposal.



LIBRARY SERVICE

The world of literature and music is opened to the people of Edmonton by the Public Library which offers education and recreation to students, business and professional persons and New Canadians.

Library services have been provided by the city since 1913 when two branches were opened—the Main Branch on the North side of the river and a branch in Strathcona. In 1947 the Edmonton Public Library became the first in Canada to start bookmobile service—portable libraries that make weekly neighborhood visits.

In 1953 a third library branch was opened in the Sprucewood District.

Today, well over 60,000 citizens use the services of the three branches and two bookmobiles. The bookmobiles alone serve some 41,000 school age children. Assistance to school children is an important function of the Public Library. Staff librarians who visit city schools have enrolled approximately 70% of the school population.

Other phases of the Library's operation include a comprehensive reference system and a record lending department. Reorganization within the library will soon provide a special Business and Technology Service for business and industrial readers.

Main downtown branch of Edmonton Public Library.

SANITATION

A large-scale program is nearing completion to provide Edmonton with modern sewage and garbage disposal facilities for the present and foreseeable future needs—of vital importance to the health and welfare of the community. This program is the largest municipal project ever undertaken in Western Canada.

The \$850,000 incinerator, completed in 1954 has increased the efficiency of garbage disposal in the city and a salvage system reclaims a percentage of waste materials.

The first unit of the new sewage treatment plant located on the city's eastern outskirts now gives primary treatment to all North Side sewage. The second treatment unit will be in operation in 1957. Ultimate cost will be about \$7,000,000, providing Edmonton with one of the finest sewage systems on the continent.

An extensive program of sewer construction has been going on since 1954 and will not be completed until 1958. Future needs are being taken into account as crews cut main lines, interceptor and relief lines under the city. In all, some \$7,000,000 was earmarked for sewer construction in 1956 and approximately 75 miles of lines were laid to bring the total to 700 miles of sewers . . . practically double that of 1950.

New West grandstand at Clarke Stadium.

18



PARKS AND RECREATION

Recreation for both young and old is an important phase of modern community living. Edmonton's 2,500 acres of parks and playgrounds have been developed for this purpose.

Several areas of Edmonton have been reserved for parkland since the city's earliest days but it wasn't until 1947 that a separate municipal Parks Department was organized to assist in planning new subdivisions as well as older, established districts.

The most recent important activity of the department has been the complete "face-lifting" at Borden Park where sewers, roads, parking lots, walks and a band shell have been completed. The planting and seeding of this new beauty spot will take place in 1957.

A modernization program has been completed at the West End, South Side and Borden Park Swimming Pools. Edmonton's fourth outdoor pool in the Mill Creek district was opened in 1955.

In residential areas, buffer strips of boulevarding have been built to protect city homes from the dust and noise of main traffic arteries. Forty-nine miles of boulevard construction this year brought the total to over 300 miles. The Parks Department planted some 5,000 trees and shrubs and 450,000 bedding plants in parks, boulevards and amenity plots in the city during the past year and cleared several miles of river and ravine side boulevards to open up new vistas for residents and visitors.

Development of Mayfair, Coronation, Borden and Whitemud Parks is progressing and plans are established for the start of the new Edmonton Zoo in Laurier Park.

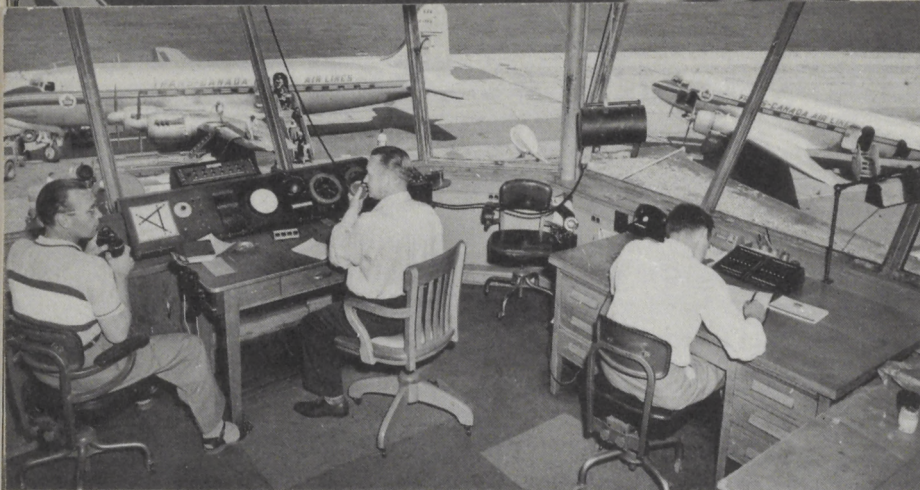
Under the direction of the Recreation Commission, the Parks Department has constructed nine neighborhood parks. The department now maintains some 35 playgrounds, 12 tot lots and 20 wading pools. These facilities were used by more than 428,000 children and adults in 52 different communities during 1956.

19

Completely modernized West End Swimming Pool.

Renfrew Baseball Park's new roofed grandstand





Interior of control tower at Edmonton's \$14,000,000 Municipal Airport.

MUNICIPAL AIRPORT

Much of North America's significant and colorful aviation history was made in Edmonton—headquarters for such famed "bush pilots" as Matt Berry, W. R. "Wop" May, Grant McConachie and "Punch" Dickins, whose pioneer flights in the 1920's opened up the far-flung northern reaches into a brand new world of trade and development.

Today, Edmonton's \$14,000,000 airport links the world through four major airlines and a half-dozen charter services.

Since 1927, when the municipally-owned airport became Canada's first fully-licensed field, operations have expanded continuously until now some 200,000 landings and take-offs are recorded annually. An estimated 12,000,000 pounds of air freight passes

through Edmonton each year—1,000,000 pounds destined for Alaska and the Yukon.

The 750-acre field—patterned with three mile-long concrete runways, 16 hangars and some 200 buildings—provides modern accommodation for more than 150 commercial aircraft. The R.C.A.F. and U.S.A.F. also use the Edmonton airport.

EDMONTON TRANSIT SYSTEM

Since 1908 when Edmonton's first two streetcars went into service over 12 miles of newly-laid track, the municipally owned transit system has gradually extended its service to reach every district in the 44 square mile city. Today, over 200 modern trolley and diesel buses travel 5,220,000 miles annually carrying nearly 35 million passengers.

Airport
administration
building.



In 1951 Edmonton became the first city of comparable size in Canada to convert to an all-bus system. Its name was changed, accordingly, from "Edmonton Street Railway" to "Edmonton Transit System". Equipment now includes 106 motor coaches and 93 trolley coaches.

The half million dollar garage and office building on the south side, completed in 1951, has made possible a substantial saving in operating costs.

Fares on the E.T.S. are as low as those of any city of comparable size in Canada—providing more mileage for less fare and further extensions of the service are planned.

SCHOOLS

Ever since the 1880's, when Edmonton's first one-room schools were opened, educational development has been an important phase of municipal operation.

Practical, long-term planning by the Public and Separate School Boards is resulting in vast improvements in

student accommodation throughout the city. A multi-million dollar building program started in 1950 is designed to relieve the over-crowded conditions arising from Edmonton's sudden and overwhelming growth.

It is estimated that in the next five years the number of school children in the City will increase from the present total of 33,300 to approximately 47,000.

This year's building program alone exceeds \$8,000,000. Six schools were completed in 1956 plus additions to eight other schools and "portable" schools for a total of 136 rooms.

For 1957, the School Board has construction under way for 7 new schools and 13 additions which will increase the school accommodation by 196 rooms, 2 gymnasias and 5 shops.

During the next five years the Public School Board plans to spend more than \$15,000,000 on new school construction and additions to existing schools in a race to meet the needs of Edmonton's growing population.

One of the Edmonton Transit System's modern trolley coaches.



Eastglen Composite High School—second of its kind completed in the City.



BRIDGES

and Traffic Control

Problems of traffic diversion and control, unheard of fifty years ago, are unique in Edmonton which has the second highest per capita motor vehicle density of any city in North America.

The problem increased to the point where a Traffic Engineer's Department was organized in 1952 to handle traffic and to provide adequate parking facilities.

Modern traffic control began in the City in 1933 when the first signal lights were installed. By 1950, seventeen such systems were in operation and today, traffic at 60 intersections is regulated by automatic systems. Thirty-seven of these are traffic actuated—controlled by the flow of traffic or adjusted by pedestrians.

In 1948 the City's first 800 parking meters were put in service. Since then the number has been increased to more than 2,700.

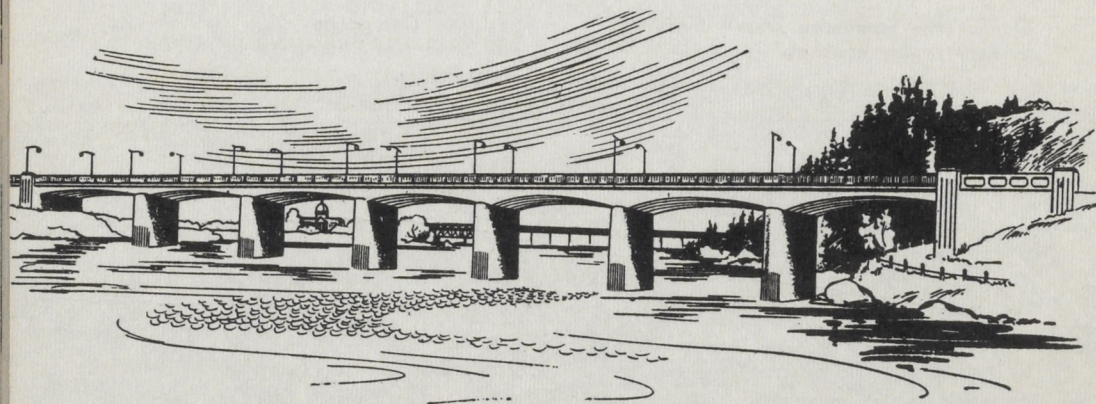
Other methods instituted to control traffic are one way streets and the elimination of parking on main thoroughfares at certain hours of the day.

The burden of cross-river traffic has been relieved considerably by the new \$5,000,000 Groat Bridge which provides a direct route from the South Side to the West End.

In 1950 the daily cross-river traffic was estimated at 48,000 vehicles. Today the average daily crossings average close to 84,000 vehicles—almost double that of 6 years ago.

Further traffic relief will be provided by a modern system of traffic approaches to the Low Level and Fifth Street Bridges which will be completed in 1957.

Architects drawing of new Groat Ravine Bridge in the West End.



Your Civic Administration

● PURCHASING

All materials used by any department of the City of Edmonton—from a new generator for the Power Plant to paper clips and pencil sharpeners for offices—are bought through the Central Purchasing Department.

Since its establishment in 1952, the department has saved the City an estimated \$6,000,000 on supplies through volume purchasing. Stockpiling has been eliminated and deliveries are made on the basis of current needs.

During the 12 month period ending in October of 1956, the department arranged for the purchase of nearly \$2,500,000 worth of materials and equipment.

● ENGINEERS

The City Engineer's Department is by far the largest in the municipal organization and, as such, receives a major portion each year of both capital and current appropriations. For example, of 1956's record \$27,000,000 capital expenditure program, nearly \$17,000,000 went to the Engineer's Department.

To reduce expenses and increase efficiency, the maintenance section of the department is now decentralized. The City has been divided into three districts with men and equipment assigned to each. This has eliminated

long and costly moves of equipment from one part of the city to another and has provided a definite saving in time and money.

The administrative section of the department has also been reorganized into four main divisions each headed by an assistant engineer. These administrative divisions are:

1. Planning and construction
2. Business administration
3. Traffic engineering
4. Street cleaning

The new system has been designed to relieve the City Engineer of much time-consuming detail work by reducing the number of persons directly responsible to him.

● PERSONNEL

The right person for the right job is important in any business and since the operation of the City of Edmonton is one of the largest businesses in the community, civic officials consider the best possible employee program of particular importance.

Until 1954, the City maintained both an Employment office and a Personnel Department. These two departments have been co-ordinated and a joint working program has been set up. This has meant a saving in per-

sonnel as well as the elimination of duplicate records.

During the peak employment season this past summer some 5,100 persons were on the City's payroll. This figure does not include the staffs of the Royal Alexandra Hospital, the Edmonton Exhibition Association, the Public Library or the Public and Separate School boards, all of which have their own employee organizations.

The permanent staff of the city is approximately 3,300 persons.

● MAINTENANCE OF BUILDINGS

Upkeep and improvement of civic property is done by the maintenance division of the Architect and Building Inspectors Department. Since its reorganization in 1952, this division has reduced maintenance expenses of the City to a great extent by doing work of this nature at cost, plus five per cent to cover administration expenses.

Work undertaken in 1956 by the department amounted to some \$280,000 and included the completion of the staff building at the City Incinerator, the modern Comfort Station in downtown Edmonton, a new Dog Pound, the Band Shell at Borden Park, wading pools and shelters and minor maintenance and repair jobs.

In addition, personnel of the department enlarged the department's workshop and carried out routine maintenance work on Civic Buildings.

● BILLING SYSTEM

A mechanical accounting system, installed in 1952, has simplified the work of computing light and water and telephone bills, civic employee payrolls and municipal taxes.

Punch card billing of utility bills under this system has been particu-

larly effective from the customer's viewpoint. Constant distribution of municipal utility bills throughout the City has eliminated congestion and waiting at the Utilities Building by spreading payments evenly during the month.

The consolidation of the telephone charges to the single utility bill resulted in savings of \$12,000 on postage a year alone—not to mention the amount of paper and personnel time saved.

● CIVIL DEFENCE AND SAFETY

Federal Civil Defence authorities have rated Edmonton's local committee as one of the best-organized in Canada. Set up in 1950 to provide relief in civil emergencies of all kinds, it has already been called into action on two occasions during flood threats and placed on stand-by during two other potential flood situations.

The Edmonton Civil Defence Committee comprises a fully-trained corps of instructors representing both military and civilian organizations. To date some 3,200 persons have received partial or complete training in this field of emergency relief work.

The City has also earned favorable recognition for its industrial safety program for civic employees. Edmonton was the first municipal corporation in Canada to establish a separate safety department. Since the inauguration of the department in 1947, the City's compensation assessment has reduced by nearly one-half.

Besides this saving, the program has qualified the City for merit refunds. The refund for 1955 alone was close to \$35,000.

The program is one of safety engineering and education for prevention of accidents and increased efficiency of operation.

HOW YOUR CITY IS FINANCED

The City of Edmonton, like any business or individual, must get money from somewhere to pay its bills. The City earns, borrows or is granted money from these sources: taxes on property of home owners; taxes on business including licenses, permits and property taxes; departmental revenues; revenues from city-owned utilities and general revenue such as borrowings and Provincial and Federal Government grants.

Broadly speaking, no one likes to pay taxes. However, if there were no taxes, there would be no streets, sidewalks, police protection or any of the other services we take for granted. Yet, in spite of the payment of taxes, the demands for services, due to the rapid expansion of our City, are so great that the City has had to borrow money from outside sources such as the Provincial Government. Present City financial management permits reasonably low tax rates to handle operating costs but money for capital expenditures such as streets, utilities expansion, etc., must come from grants or borrowing.

In 1947 it cost \$6,000,000 to operate the City or \$53.91 per person. In 1956, the estimated cost was over \$23,000,000 or \$103.26 per person. The current and capital expenditures of the City for 1956 were about \$50,000,000.

The basis of taxation on property is by the mill (1/10th of a cent on the assessed value of the property). The 1956 tax levy was 51 mills. Edmonton's per capita tax is low compared to many other Canadian cities. In 1955 the per capita tax in Toronto was \$100.25 while in Edmonton it was \$70.62.

The City-owned utilities, with one exception, pay their own way and operate at a profit. These utilities contribute to the revenue of the City and assist in keeping taxes at a reasonable level.

The operation of a large city is big business. Very large sums of money must be raised every year and, directly or indirectly, every citizen contributes to the city treasury to permit the City to go on providing services essential to good living and to the expansion of the city itself.





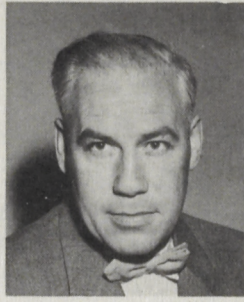
Mayor
Wm. Hawrelak

City Council

All matters pertaining to the operation of the City of Edmonton are channelled through the City Council which comprises the Mayor and ten aldermen. These are the official representatives of the citizens of Edmonton, chosen by ballot at the annual Civic Elections held each autumn. Prior to 1947, a mayoralty election was held every year but since that time, when a plebiscite was passed by the voters, the Mayor's term of office has been extended to two years. Likewise, each alderman serves a two-year term, with five Council members elected each year. Since 1912, as stipulated in the amalgamation agreement between Edmonton and Strathcona, there has at all times been three aldermen from the South Side of the Saskatchewan River serving on the Council.



Donald H. Bowen, Alderman



William Connelly, Alderman



Mrs. L. Douglas, Alderman



James Falconer, Alderman



Hu Harries, Alderman



Giffard Main, Alderman



Abe W. Miller, Alderman



Fred J. Mitchell, Alderman



C. A. Roy, Alderman



Mrs. E. Wilson, Alderman

Civic Boards and Committees



HOW YOUR CITY IS ADMINISTERED

THE functions of Edmonton's municipal government are twofold—legislation and administration. Legislative duties, such as the making or enacting of civic by-laws, are carried out by the Mayor and City Council, elected representatives of the citizens. Administrative or executive duties are conducted by the City Commissioners, including the Mayor. To assist Council in the smooth and efficient operation of the City, a number of Civic Boards and Committees have been set up to act in an advisory capacity only by making reports and recommendations to Council. Members of these Boards and Committees are appointed for a definite period of time and receive no financial return for their services. The various Boards are listed on the opposite page.

COMMISSIONERS

D. B. MENZIES

J. M. TWEDDLE

CITY CLERK: G. S. DOCHERTY

☆ ☆ ☆

STANDING COMMITTEES

Finance

By-laws

☆ ☆ ☆

SPECIAL COMMITTEES

Architectural Panel

Archives and Landmarks Committee

Civil Defence Committee

District Names Advisory Committee

Motor Vehicle Parking Advisory
Committee

Nominations Committee

Utilities Committee

Welfare Committee

☆ ☆ ☆

SINKING FUND TRUSTEES OF THE CITY OF EDMONTON

☆ ☆ ☆

BOARD OF HEALTH

☆ ☆ ☆

ROYAL ALEXANDRA HOSPITAL BOARD

☆ ☆ ☆

LIBRARY BOARD

☆ ☆ ☆

EDMONTON EXHIBITION ASSOCIATION

☆ ☆ ☆

BOARD OF EXAMINERS AND APPEALS

ASSESSMENT APPEAL BOARD

☆ ☆ ☆

INTERIM DEVELOPMENT APPEAL BOARD

☆ ☆ ☆

EDMONTON INDUSTRIAL DEVELOPMENT BOARD

☆ ☆ ☆

TECHNICAL PLANNING BOARD

☆ ☆ ☆

GAS APPROVAL BOARD

☆ ☆ ☆

GARAGE AND SERVICE STATION BOARD

☆ ☆ ☆

MASTER PLASTERERS' EXAMINING BOARD

☆ ☆ ☆

TAXICAB BOARD

☆ ☆ ☆

BOXING COMMISSION

☆ ☆ ☆

RECREATION COMMISSION

☆ ☆ ☆

MEMORIAL HALL TRUSTEES

☆ ☆ ☆

REPRESENTATION ON

Edmonton District Planning
Commission

Alberta & Northwest Chamber
of Mines



EDMONTON — CAPITAL CITY OF ALBERTA



THE NEW CITY HALL

Edmonton marked her Golden Anniversary in 1954 by the dedication of the site for the new City Hall which has been acclaimed as one of the finest in North America, exemplifying the spirit of the modern era while retaining certain elements of pioneering history.

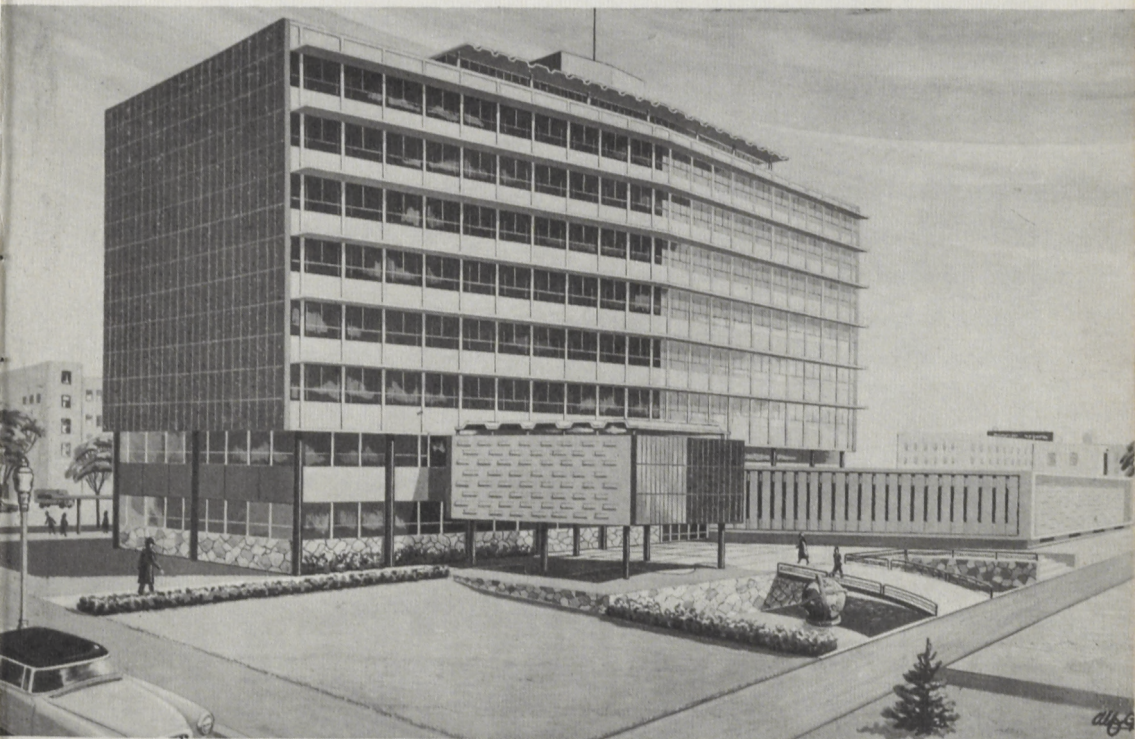
The need for a municipal centre to house all civic offices and Council Chambers had been evident for a long time but, because of restrictions imposed by the Second World War and the demand for public works and utilities created by the expansion years, plans for the City Hall had to be shelved. However, a special fund was set up and, thanks to this foresight, the construction of the new building has not meant an additional load on current revenues.

The new City Hall, pictured below in the artist's drawing has been designed in keeping with contemporary architectural trends so that succeeding generations may readily identify it with the period in which it was built.

Set in attractively landscaped grounds, the imposing structure has added new dignity to the skyline of downtown Edmonton. One of the exterior features will be a fountain in the shape of a Canada Goose surmounting the lagoon.

This city's ties with the City of Edmonton, England, have been strengthened by the gift of a hand-carved oak Mayor's chair bearing the coats-of-arms of both cities which was especially designed for the new Council Chamber.

Edmonton's new \$2,750,000 City Hall.



THE INDUSTRIAL ERA

It is only within the past year or two that the far-reaching effects of the 1947 discovery of oil have become apparent to the city as a whole. Edmonton has taken a giant step forward and today is rapidly becoming a major industrial centre.

The discovery of oil brought industries directly concerned with supplying and servicing the work of oil exploration and development. The next step was the establishment of industries which use oil and natural gas as raw materials for processing and manufacturing. Following the establishment of processing plants came manufacturing industries which use the products of these first factories as raw materials for their products. This cycle of expansion continues with the establishment of sales and distributing outlets to handle the products of the manufacturing industries.

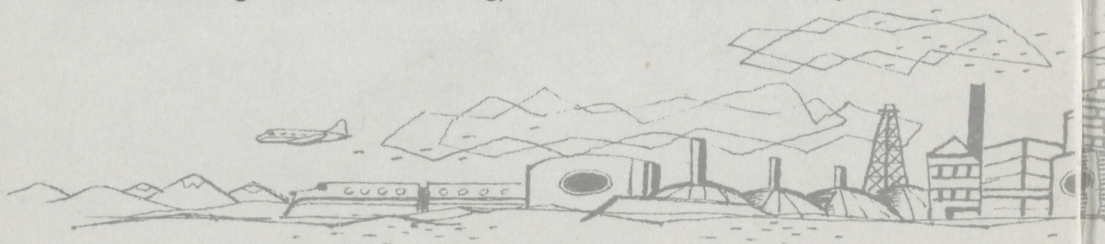
With each new basic industrial development — production—processing—manufacturing and distributing,

more workers and their families come to Edmonton and the need for services increases—new bakeries - retail stores - movie theatres - laundries —garages . . . the arrival of each new industry is like a stone dropped in a pool—the effect is felt in ever-widening circles.

For example, oil refineries were built to process the raw oil and natural gas. From the by-products of the refining process came components which are used in the manufacture of raw plastic which, in turn, is used to make film and pipe or yarn.

These products are then sold and distributed. Each step in the process increases the prosperity of the city as a whole through increased payrolls and increased tax assessments.

One of the most important reasons for Edmonton's tremendous industrial growth is the double use of natural gas as a cheap fuel and as a source of raw materials. Many industries have found it economically sound to es-

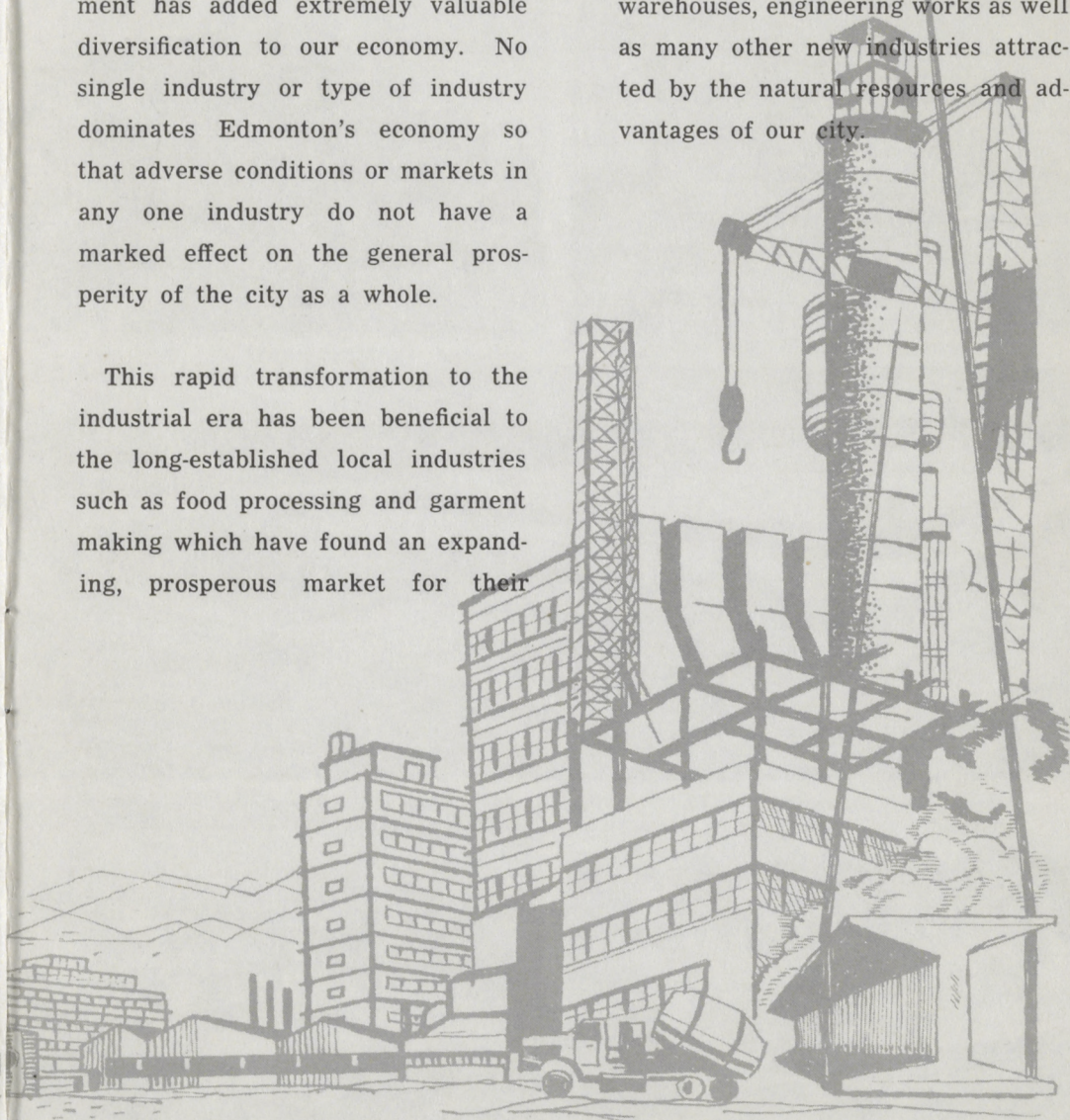


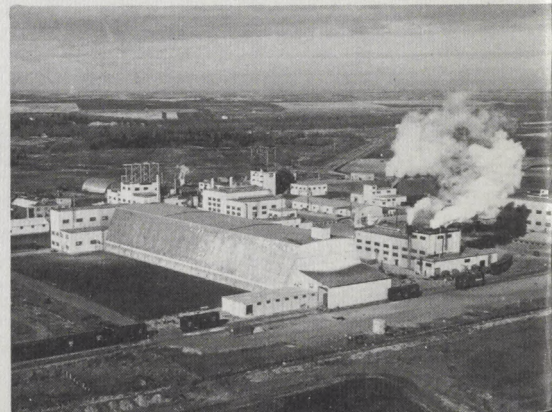
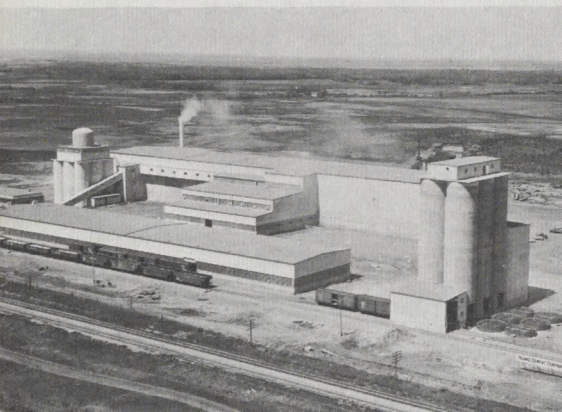
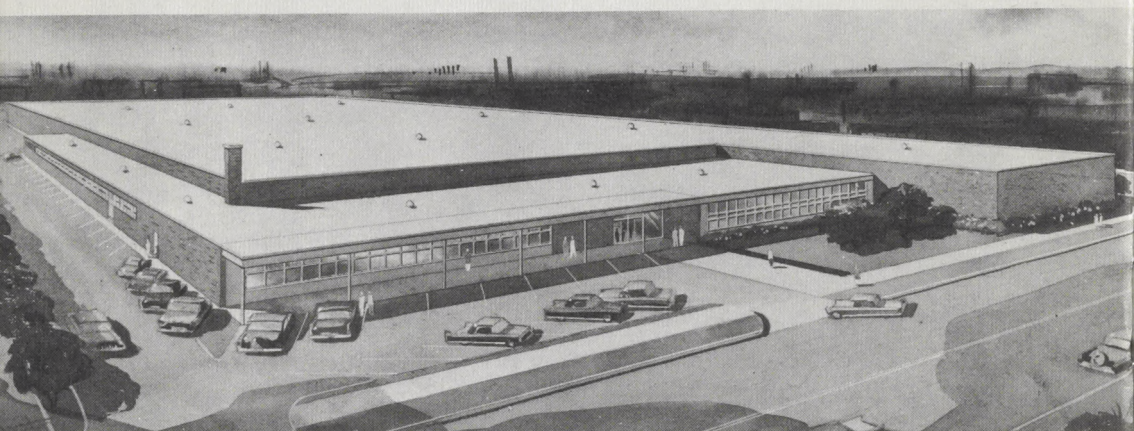
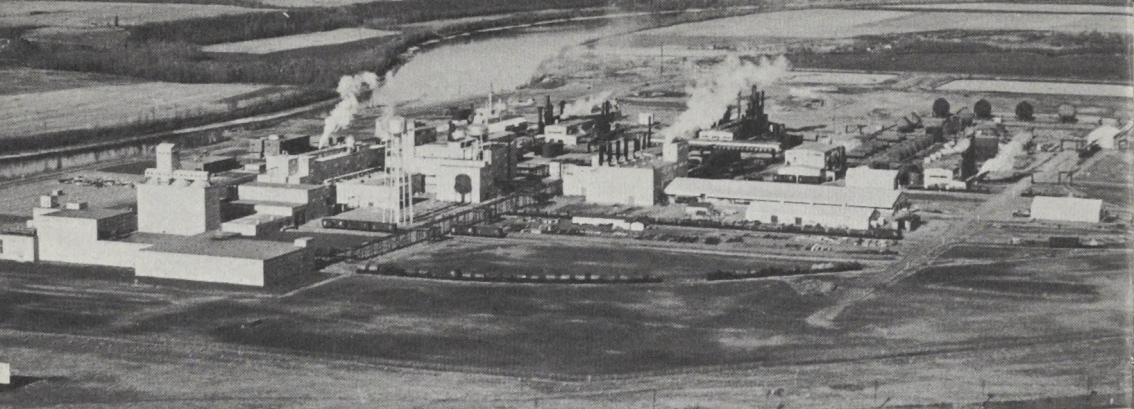
tablish in Edmonton for this reason alone. Other industries have used the natural gas in conjunction with some other Alberta raw material such as salt, sand, or timber to build diversified manufacturing industries.

To Edmonton's original role as an agricultural processing and distributing centre, the industrial development has added extremely valuable diversification to our economy. No single industry or type of industry dominates Edmonton's economy so that adverse conditions or markets in any one industry do not have a marked effect on the general prosperity of the city as a whole.

This rapid transformation to the industrial era has been beneficial to the long-established local industries such as food processing and garment making which have found an expanding, prosperous market for their

products close to home. Today, in addition to these long-established industries, Edmonton has refineries, petrochemical plants, cement plants, steel mills, plastic processing plants, plywood factories, pipe mill, lubricating oil plant, factories for the production of synthetic resins and glues, tanneries, plywood plants, steel fabricating plants, parts centres, brick works, warehouses, engineering works as well as many other new industries attracted by the natural resources and advantages of our city.





LOOKING NORTH



One of Edmonton's many titles is "Gateway to the North" and, each year, our city provides further proof that the title is well-deserved.

From the early days of the "Trail of '98" when Edmonton was the last outfitting post for Yukon-bound prospectors, through the pioneering era of air exploration and water transportation to today's highly developed system of distribution, Edmonton has remained the key to Canada's great Northwest.

Each year, new discoveries of and new uses for the abundant mineral wealth of the North—uranium, gold, silver, copper, cobalt, nickel, iron, lead, zinc, radium, lithium and oil—add further impetus to the rapid development of this vast area.

Edmonton, as the hub of highway, rail and air transportation benefits from each development in the North. For example, the tremendous DEW Line Construction program has been reflected in our city's retail trade as well as in the number of landings and take-offs at the airport, the number of trucks rolling north on the Alaska Highway and the number of tons of material shipped out to northern barge routes.

Stretching north from Edmonton to Anchorage, the Alaska Highway—termed a miracle of wartime engineering, has opened new areas to year-round transportation service. In addition to its commercial importance, the Highway has become an increasingly popular tourist attraction while

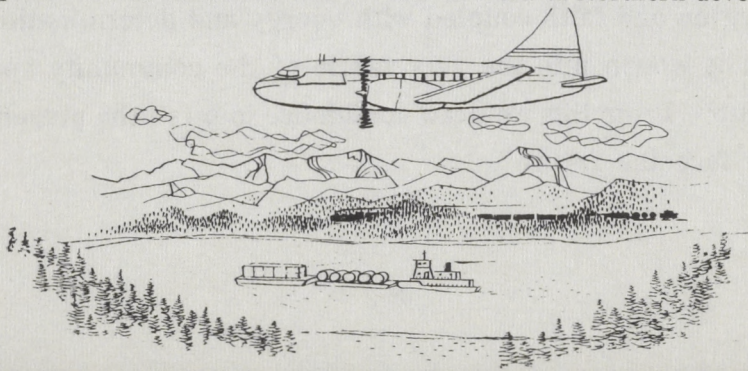
still serving its primary function as a vital military link in the North American defence pattern.

Although paddle steamers no longer ply the North Saskatchewan, Edmonton is still the starting point for the water transportation route to the north. Freight for the north goes from Edmonton to the end of steel at Athabasca and is transported on the barge routes of the Mackenzie River system to the edge of the Arctic Ocean. In spite of the short summer season, storms, portages and tricky passages, water-borne freight remains the mainstay of development in much of the North.

Edmonton's municipally owned airport has long been the centre of Northern air development. In the early days of commercial aviation, intrepid bush pilots showed the possibilities of the airplane as a communications link and method of supplying isolated Northern outposts. Today, giant air transports haul everything from husky dogs to dynamite—a complete well-drilling outfit to medical supplies.

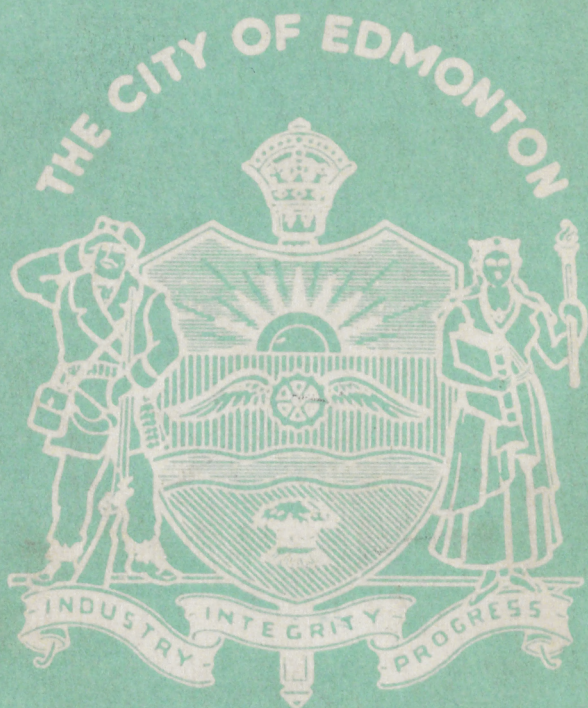
Aerial surveys have brought new wealth to light in a fraction of the time required by conventional prospectors. Many previously inaccessible mineral areas have become sound commercial prospects thanks to supplies by air.

In addition to the regular harvest of fish and furs, the scarcely-tapped mineral wealth of the North assures Edmonton of an important position in the new era of Northern development.



WHAT of Edmonton's future? Who is to say . . . but one thing is almost certain—that the next decade will unfold new horizons for Alberta's Capital City. Great as was the discovery of oil around Edmonton, it may well be that the tremendous mineral riches of the North will be developed to a degree that will outstrip oil in importance in time to come. As well as being the hub of a vast, rich agricultural area, the city is situated as the natural gateway and distributing centre to the great North country where, as yet hardly scratched, lie some of the world's greatest mineral deposits . . . uranium, lead, zinc, gold, copper, silver, asbestos, lithium, etc. The voracious appetite of modern chemistry and atomic and petro-chemical activities will increase Edmonton's importance as the strategic supply and distributing centre for the continent's last frontier.

To quote Mayor Hawrelak, "It is not only the economic and geographical factors that make a great city but, more important, the strong moral character of our people. From the beginning they have exemplified the qualities of vision and faith coupled with energy and determination that is woven into the very fabric of the community and country. From this we draw confidence to serve the present and face the future".



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